

CT-796

Pocomoke 3-log canoe
Solomons, Maryland

This vessel is a 3-log 31'7-1/2" long Pocomoke-style canoe, built c. 1875, possibly in the Tilghman, Maryland area. Originally a sailing canoe, she was altered for power in the first decades of this century. The double-ended canoe, with a straight stem and sharply raking stern has a beam of 6'9" and a depth of 2'2". The vessel is on display at the Calvert Marine Museum. The canoe is significant as being one of the older surviving examples of a Pocomoke-style log canoe, one of the three types of canoes built in the Chesapeake region. Although the vessel is in poor condition, its very deterioration makes the basic elements of log construction visible to the museum visitor, thereby adding to its importance as a museum exhibit.

Maryland Historical Trust State Historic Sites Inventory Form

Survey No. CT-796

Magi No. 0507965533

DOE ☐ yes ☐ no

1. Name (indicate preferred name)

historic

and/or common Pocomoke 3-log canoe CMM 75-256

2. Location

street & number

☐ not for publication

city, town Solomons

☐ vicinity of

congressional district

state Maryland

county

Calvert

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property (give names and mailing addresses of all owners)

name Calvert Marine Museum

street & number

telephone no.: 326-3719

city, town Solomons

state and zip code Maryland 20688

5. Location of Legal Description

courthouse, registry of deeds, etc.

liber

street & number

folio

city, town

state

6. Representation in Existing Historical Surveys

title

date

☐ federal ☐ state ☐ county ☐ local

pository for survey records

city, town

state

7. Description

Survey No. CT-796

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input checked="" type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		date of move _____

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

This vessel is a 3-log Pocomoke-style canoe, built c. 1875, possibly in the Tilghman, Maryland area. She measures 31'7-1/2" long, with a beam of 6'9" and a depth of 2'2". Originally a sailing canoe, she was altered for power in the first decades of this century. At this time her stern was strengthened and altered to accomodate an engine, shaft, and propellor, and the centerboard slot was filled in. The double-ended canoe, with her straight stem and sharply-raking stern, is on display at the Calvert Marine Museum, Solomons. The hull is painted white on the outside and there are traces of green paint on the interior.

The canoe is log-built of three pine logs. The details of her construction are clearly visible due to her deteriorated condition. There is a shoe added to the bottom of the keel-log which deepens into a full skeg aft. A reinforcing chunk was added to the outside of the stern, where a space for the propellor was cut. The rudder is hung on a post mounted outboard at a 25° angle on the sharp, raking stern. Iron drifts were used to fasten the logs together. The rising planks are missing, as are the washboards, but traces of the hanging knees used to support the washboards remain on the interior. There are plug-like patches in the log bottom of the hull.

8. Significance

Survey No. CT-796

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input checked="" type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates c. 1875 Builder/Architect Unknown

check: Applicable Criteria: ☐ A ☐ B ☐ C ☐ D
and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Level of Significance: ☐ national ☐ state ☐ local

Prepare both a summary paragraph of significance and a general statement of history and support.

This vessel is significant as being one of the older surviving examples of a Pocomoke-style log canoe, one of the three types of log canoes built in the Chesapeake region. It is also important as representing one of the earliest types of power boats on the Bay--the converted sailing log canoe. The indigenous log canoe was one of the most ubiquitous types of Chesapeake craft and their conversion to power once gasoline engines became available to the watermen was a logical economic step. Although the boat is in poor condition, its very deterioration makes the basic elements of log construction visible to the museum visitor, adding to its importance as a museum exhibit.

Pocomoke canoe, or Nanticoke type as it was also known, was built in Maryland and on the Eastern Shore of Virginia, with building centered in the Nanticoke River area. It was a low-sided and narrow double-ended canoe with a curved, raking stem and a lapped sheer or rising strake. It had high coamings running almost the entire length of the canoe and lining the washboards. Although the decking, coaming, and rig are missing on this example, the canoe matches the type of Pocomoke canoe built north of the Nanticoke River, as it has a straight, raking stem rather than the curved one commonly used south of the Nanticoke. Under sail, the canoe would have had a "stick-up" rig, with a short mast in the extreme bow carrying a short, jib-headed sail sheeted back to the foremast, as well as sharply-raking fore-and main-masts with sprit-rigged leg-of-mutton sails.

Built probably around 1875 this canoe was altered for power sometime during its working life as an oyster-tonging boat. This alteration is clearly visible now on the hull of the canoe and adds to its interest as such alterations were a common solution for watermen interested in upgrading their efficiency after the internal combustion engine became available. Converted log canoes were the first type of power boat used in the Chesapeake fisheries and this example illustrates the acceleration of change under the impact of the gasoline engine.

9. Major Bibliographical References

Survey No. CT-796

M.V. Brewington, Chesapeake Bay Log Canoes and Bugeyes (Cambridge, Md: Cornell Maritime Press, 1963)
Howard I. Chapelle, American Small Sailing Craft (New York: W.W. Norton, 1951)

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

Quadrangle scale _____

UTM References do NOT complete UTM references

A

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Zone Easting Northing

B

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Zone Easting Northing

C

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D

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E

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F

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G

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H

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Verbal boundary description and justification _____

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
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state	code	county	code
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11. Form Prepared By

name/title Anne Witty/ M.E. Hayward

organization Maryland Historical Society

date 5/84

street & number 201 W. Monument St.

telephone 685-3750

city or town Baltimore

state Maryland 21201

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

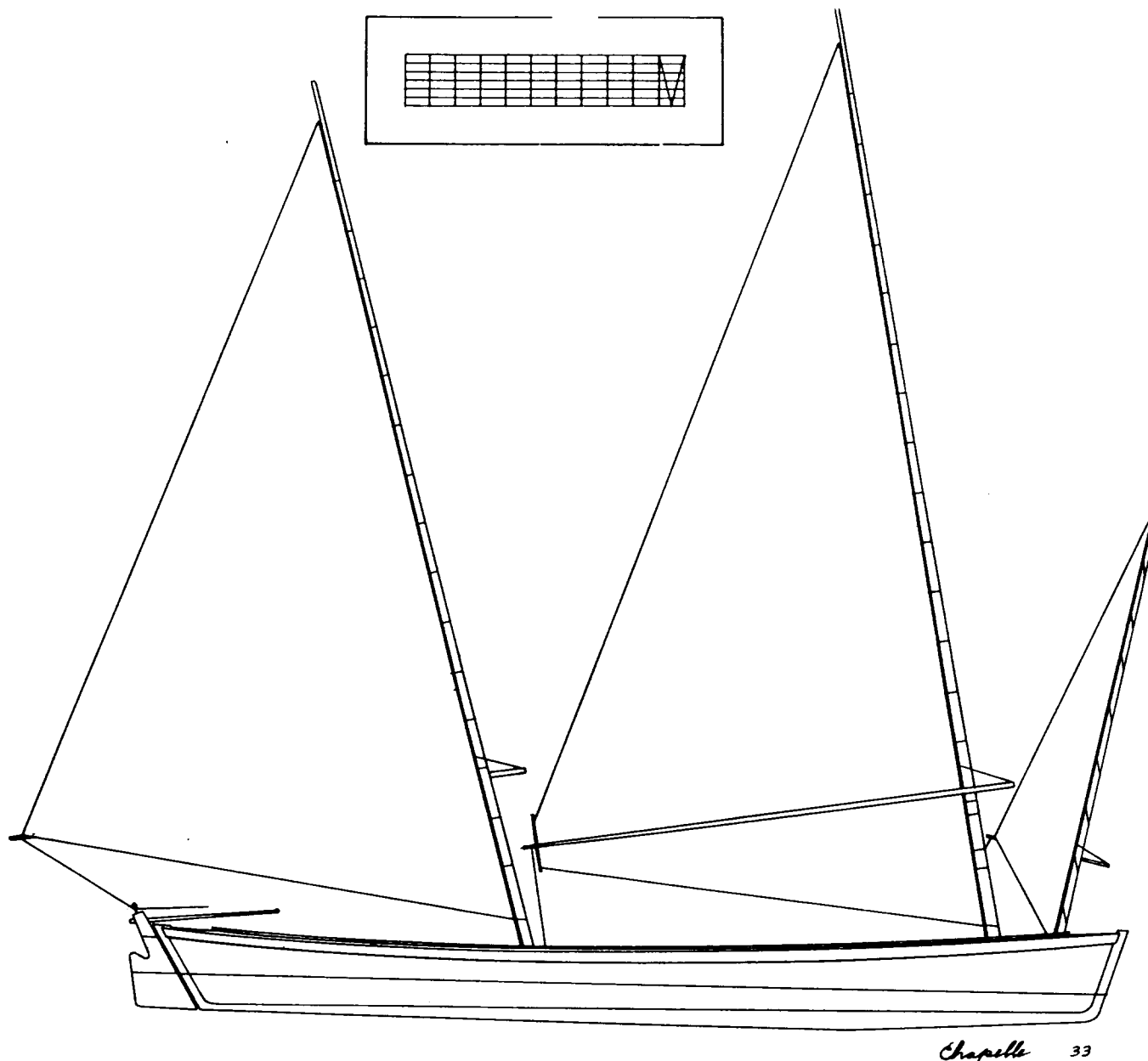
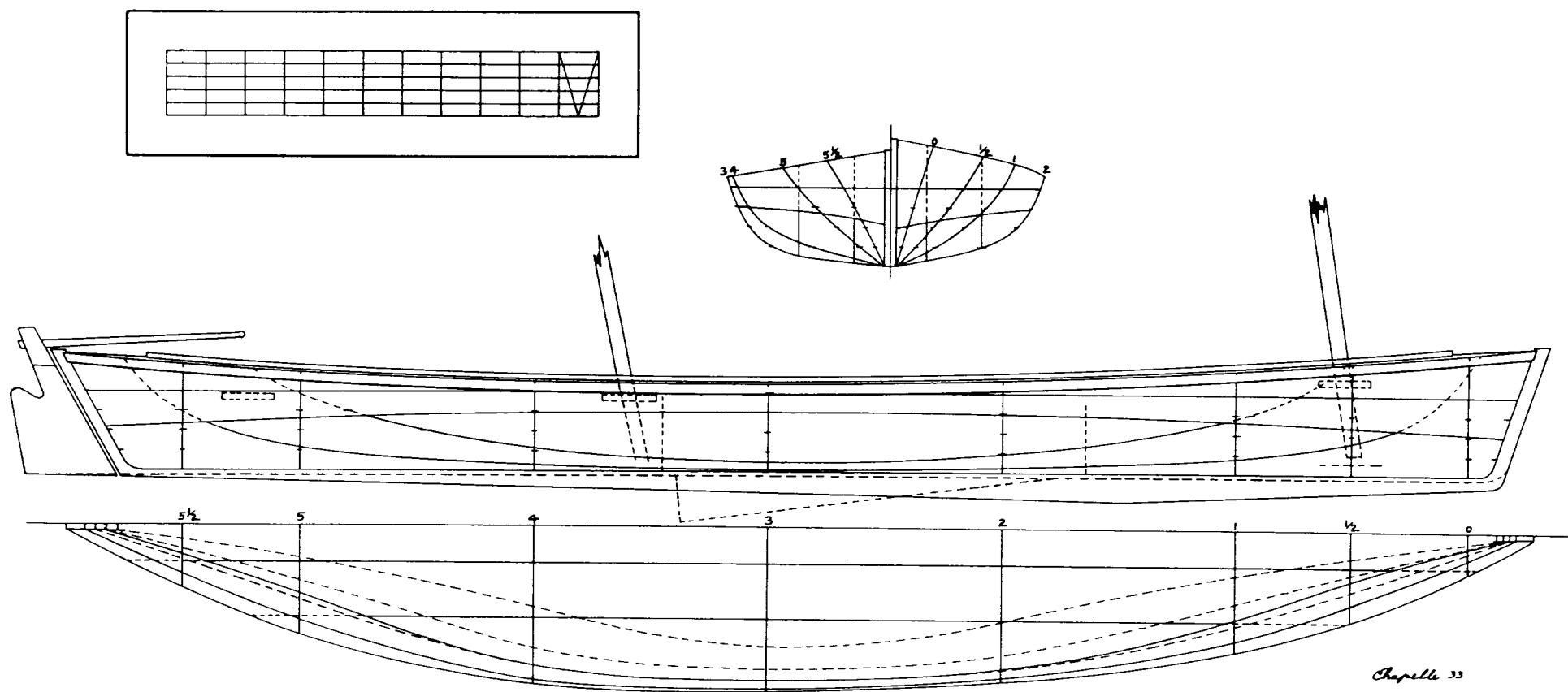


PLATE VII B. SAIL PLAN OF POCOMOKE FIVE-LOG CANOE.
 Built by John Branford, Fairmount, Somerset County, Md., 1885.
 Drawings by Howard I. Chapelle.



Chapelle 33

PLATE VII A. LINES OF POCOMOKE FIVE-LOG CANOE.

Built by John Branford, Fairmount, Somerset County, Md., 1885.

Drawings by Howard I. Chapelle.



CT-796

CT-796

Pocomoke 3-log Canoe
Solomons, Md

interior hull
M. C. Wootton 4/84



CT-796

Pocomoke 3-log Canoe
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M. C. Wootton 4/84

CT-796